



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

April 2011

Picture of the Month



A soon to be familiar sight at Galt Airport. Onlookers were surprised to see an Regional Airline CRJ land at Galt recently during a test run for the new maintenance contract. Photograph by Beth Rehm.

Editor's Note

I do hope you enjoy this month's very special issue of Galt Traffic. Thank you to all the writers for their time and effort and their wonderful imaginations. The Galt Airport community has a wonderful sense of humor and that is one of the things that makes this airport a fun place to spend time.

Of course all the articles in this issue are completely fictitious and in some cases names have been changed to protect the innocent, but not all. This is the first time I have felt compelled to include a legal disclaimer in GT but we really cannot accept liability if you literally split your sides laughing.

Beth Rehm, PMP
Editor

Galt Lands Regional Airline Contract

By Beth Rehm, Editor

Business at Galt Airport has been hugely successful over the past few years and as a result the Galt maintenance shop has developed an excellent reputation in the industry, so much so that several major aviation companies have approached the airport with proposals for maintaining their aircraft fleets.

After carefully considering the numerous offers and months of negotiations, Galt Airport has finally signed a contract with a Dallas based airline to maintain their 50 Embraer

ERJ 145 and 35 Bombardier CRJ 700 Regional Jets it has based at Chicago's O'Hare International Airport.

"We have been excited about the possibility of a contract with a major airline for some time," said Airport Manager, Justin Cleland. "We firmly believe this is the best way to ensure the future of the airport."

The new deal will necessitate some development of this small rural airport over the next few years to accommodate the larger airplanes. Plans call for Galt's existing maintenance facility to be extended to encompass

the entire row of hangars from the shop through I-7.

"I'll try to hire a few more A&Ps" said Brian Spiro, Galt Airport Director of Aircraft Maintenance. But owing to the lack of certified A&Ps in the area, experienced auto mechanics will be used to do most of the work. Spiro and Cleland (who is almost an A&P) will inspect and sign off on their work. "We're pretty sure that's how they do it at O'Hare anyway" Spiro said.

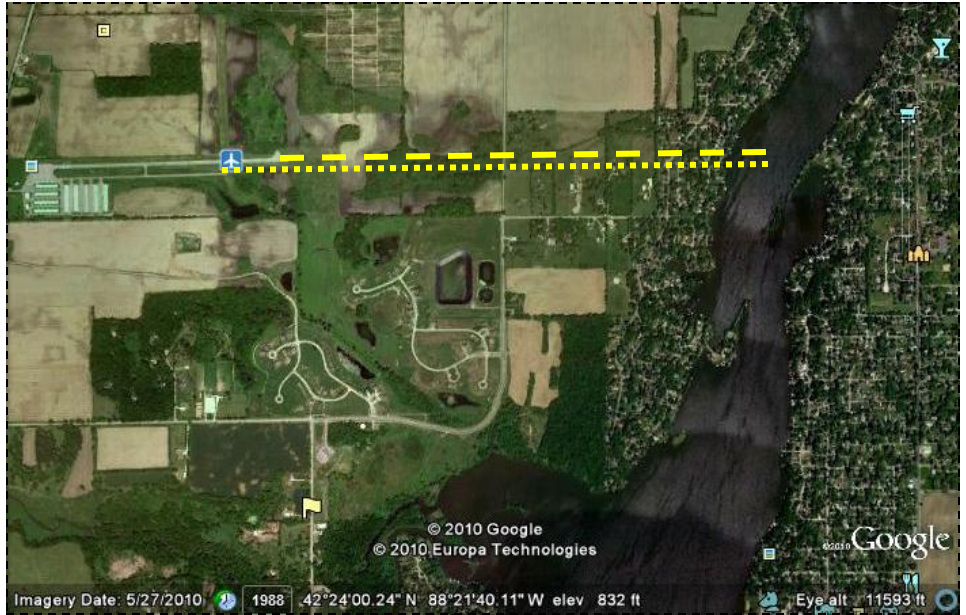
"We'll try to make the improve-
Continued on page 2.

Continued from page 1.

ments with the minimum of disruption to the existing tenants," Cleland told GT, "but there's no doubt that some of them are going to be inconvenienced at some point." Some of the hangar tenants will be forced to move their aircraft out of the newer 50 x 50 hangars to the older community "T" hangars.

As part of an exciting improvement project that will be largely funded by increased hangar rents, runway 9/27 and the parallel taxiway will be lengthened an additional 6,000 feet through Wonder Lake, cutting the village in two. The separated areas of the village will be renamed "Wonder Lake North" and "The Other Wonder Lake." Asked about all of the upheaval that has come to this sleepy northern Illinois town, Wonder Lake Mayor, Ted Striker was quoted as saying, "I'm really excited about not having to run the south side of this town anymore, I never have liked those people."

The last 1000 feet of the runway will jut into Wonder Lake necessitating a pier being built. The National Transportation Safety Board has started a feasibility study on how the pier will impact recreational boating. Anna Hazard, Director of Safety



Plans to extend the current 3,000 foot runway to 9,000 feet include a pier that will reach the middle of Wonder Lake, which could become a hazard for the local boating community. Picture courtesy of Google Earth.

Compliance for the NTSB said, "the study is coming along nicely. There have been some concerns among local boaters and fisherman about the pier's columns being a perilous obstacle but we are planning on mandating a foam padding wrapped around each column, kind of like what you see wrapped around the goalpost on a football field. That should eliminate any problems. If a boat or a water skier runs into the pier, they'll just bounce right off."

Director of Maintenance for the Regional Airline, Robert Biewielawabawia is aware that all this disruption could have a negative impact on how this beatific windfall is perceived so his team devised some innovative perks for the airport and its tenants. "We heard that the EAA Chapter 932 and its board members are the ones who are really in charge here so we paid them off, I mean offered them some incentives. Is that tape recorder on?"

In addition, all current (and soon to be displaced) hangar tenants will be awarded a one time extraordinary

settlement of a genuine Regional Airline brand baseball cap. Larry Ewing, current Regional Airline pilot and Galt hangar tenant said, "oh man, I already have one of those."

Dave Spitzbart EAA Chapter 932 member and regular Young Eagles pilot is excited about another one of the incentives included in the contract that will allow the chapter use of the CRJs for their Young Eagles Rallies.

"It will make life so much easier when we can fly 50 or 60 kids at a time. We'll only need to do one flight and then we can go somewhere for lunch" he said.

Clearly this impressive deal is a big win for the Regional Airline, Galt Airport and the EAA Chapter as well as the local community.

"My vision for Galt Airport is really coming together," said Cleland. "This is really going to open a lot of doors for me. This month an airline maintenance contract, next month maybe we'll start a scheduled airline service to Europe and beyond. Who knows, we might end up having the Space Shuttle land up in here."



Wonder Lake Mayor, Ted Striker, clearly not as relaxed about the changes as he would like to appear.

Schottland versus Schottland

Local Attorney Sues Self in Landmark McHenry County Court Case

By Capt. Eric Rehm

Bruce Schottland, owner of a 1947 Piper J-3 Cub, long time Galt hangar tenant and criminal defense lawyer has taken the unusual step of suing himself after an unfortunate dissatisfying flight.

The event allegedly happened on February 22, a sunny and unseasonably warm winter day in the Chicago area. Conditions were apparently perfect for a local flight with calm winds and excellent visibility. Reached by phone at his home in Round Lake Beach, IL, Mr. Schottland said, "I fully expected to have an exceptional flight on that day, but it didn't happen." Asked to elaborate, Mr. Schottland responded, "anyone who knows me has always heard me say "best flight ever" every time I come back from flying. This past flight was the first time I couldn't say that. I was beside myself and wondered if my best flights were all behind me? Would I never have a best flight ever again? I decided right then and there the only way I could prevent this fiasco from happening again was to file suit against myself."

Mr. Schottland filed a breach of contract suit in the McHenry County Circuit Court, naming himself as both the litigant and defendant. Dan Wallace, McHenry County Trial Court Administrator and fellow Galt pilot was at work when the law suit was filed. "I was in the cafeteria eating



Bruce Schottland, Esq. is a founding partner of Harter & Schottland, P.C. and an experienced litigator. His friends are not surprised he won.

lunch when I overheard a bunch of people talking about some crazy lawyer who named himself in a lawsuit. I immediately thought of Bruce."

The bench trial took place on April 1st. Bruce Schottland was representing himself as the plaintiff and his wife and fellow lawyer, Carolina Schottland was listed as the defense attorney. When asked why he chose his wife to represent him Mr. Schottland responded, "I couldn't think of anyone else I would want to represent me. My wife is an excellent lawyer and if there is anyone who understands why I had to do this, it would be her."

"I don't understand why he is doing this," Mrs. Schottland said on the steps of the McHenry County Courthouse. "When he came to me and told me what he was planning, I

thought he had finally gone off the deep end. I really didn't want to represent him, but then I remembered my wedding vows and I promised to love him for better or worse. I knew I was going to regret that one."

The trial concluded after a relatively quick eight hours. Judge Henry Wellington, III presided and handed down the judgment after deliberating for ten minutes. Bruce Schottland was directed to henceforth provide himself with "best flights ever" or face a ten thousand dollar fine and possible jail time.

After the trial, Mr. Schottland said, "I really don't think this could have gone any better. Now I know I'm going to continue to have "best flights ever" because I have lost a lot of court cases over the years and I don't want to have to meet my former clients behind bars."

Reached for comment after the trial, Judge Wellington, III said, "that was the strangest bench trial I have ever presided over. Mr. Schottland might really be on to something here. We might see a revolution in litigation in the United States." After Judge Wellington, III stopped laughing he added, "Seriously though, I've already moved to have him disbarred."

Eric Rehm occasionally flies for American Eagle Airlines out of O'Hare and like many other airline captains these days, refuses to wear his hat. Despite the impression this article may give, he is fairly well educated, although clearly not suited for a career in journalism. In spite of not yet owning an airplane somehow he still manages to waste all his spare time at Galt airport.



Co-Pilots: Who Needs 'Em?

Airline Institutes Drastic Cost-Cutting Measures

By Capt. Jean Forni

It's that time of year again for me that every Airline Pilot dreads – Recurrent Training. Every nine months we all go out to the Training Center for a multiple day event to test, train, and hone our skills.

Typically our day begins with a classroom session on safety, security, and cockpit resource management. During this time we sit down with Flight Attendants and examine incidents and accidents, seeing what was done right and what actions could be improved. We then break off into groups and review items in our Flight Operations Manuals (rules of the sky for us) and are introduced to any new programs the company decides to institute.

This session I just completed had phase one of a brand new two-phase training program involving the Co-Pilot's duties. With the soft economy, management is looking for ways to improve the bottom line by reducing training expenses. With the old system, preflight consisted of both crew members, the Captain and the Co-



During training my Co-Pilot allowed me to take this picture showing the new training technique used to encourage our Co-Pilots to comply with the placard. Photo by Jean Forni.

Pilot, examining the flight paperwork together (weather, maintenance, fuel load, etc.), then each crew member had their own specific preflight duties in the cockpit. Once airborne the duties were divided into Flying Pilot and Non Flying Pilot. Normally we alternated flying legs for the day, and the Non Flying Pilot talked on the radio and the PA, reviewed NOTAMS, and assisted the Flying Pilot.

Phase one of this new program changes the flying/non-flying duties of the crew. The goal is to lessen the Co-Pilot's workload, therefore justifying a significant reduction in the Co-Pilot's pay.

A new placard will be installed on all of our aircraft listing the Co-Pilot's duties (see picture, left).

Because all of the Co-Pilot's duties are listed on the placard, the Co-Pilot will no longer need to be issued

manuals and the Co-Pilot Training Course will go from six weeks to six minutes. These items along with the 65% pay cut for our Co-Pilots will result in considerable cost savings for the Company.

The Captain will now do all the all the flying, talk on the radio and PA, prepare any performance data, review the NOTAMS, and anything else necessary to the safe operation of the flight.

During my training I had the opportunity to experience the new Co-Pilot Training Course and the unusual new training technique used to encourage our Co-Pilots to comply with the placard (see picture, left).

The Company plans to institute Phase Two of the program next year, eliminating the Co-Pilot all together leading us to Otto The Virtual Co-Pilot.



Otto, the Co-Pilot of the future?

Jean Forni really is a Captain on the Airbus A320 with a major airline. In her spare time, she enjoys sanding paint off of airplane parts. If you have a project she can help you with give her a call.



The new placard displayed in the cockpit of an Airbus A320. Photographed by Jean Forni.

Is Your Airplane Bear Proof?

Bear Attacks on Aircraft on the Rise

By Capt. Eric Rehm

Since records have been kept there have been no reported bear attacks on people at airports, however, this doesn't necessarily mean that such attacks could not happen.

Bears are generally understood to be less than friendly and in Illinois, the bear population is listed as endangered; experts speculate that this might make the bear population even more dangerous as they may be disgruntled about their disadvantaged status.

Aircraft also are not immune to bear attacks. According to the Internet, a small aircraft in Alaska was attacked and destroyed by a bear because there was food left onboard.

Surprisingly, the FAA does not mandate that general aviation aircraft need to be bear proof during certification. I contacted Cessna Aircraft Company to ask them if they ensure that their aircraft are bear proof. Speaking from Wichita, Kansas, Steve



Aircraft ripped apart by a Grizzly Bear somewhere in Alaska. Photograph shamefully stolen from the Internet.

Walsh, Vice President of Quality Assurance and Certification responded, "what publication did you say you were with? Let me talk to your editor."

According to the web site www.ohcrapthereisabear.com, there

are several ways to avoid attacks by bears or at least minimize your aircraft's exposure and/or your level of personal injury. The best way to avoid a bear attack is to not be seen. Bright colors like yellow fluorescent are a beacon for bears' poor eyesight, so it is advisable to have your

aircraft painted in a less brilliant color scheme. When contacted, Cleland Brianson, Chief Insurance Agent of Light Aircraft for AVEMCO said, "We have seen insurance rates skyrocket on vividly painted aircraft like the J-3 Cub. We are encouraging aircraft owners to have their aircraft painted gray. We think this will enhance overall bear safety and insurance rates will stabilize at their current overinflated rate."

As far as personal safety, if a bear does spot you, it is best to back away slowly and since bears do not have an opposable digit, hide behind a door.

If all else fails, it is advisable to play dead as this "tends to reduce the level of injury sustained by most attack victims."

Eric Rehm clearly did not take this important writing assignment seriously.



Another photograph appropriated from the Internet.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

As I'm sure you are all aware, early last week the TSA mandated new security screening procedures for general aviation airports across the country.

Although we weren't very happy about the surprise changes, we trust that everyone will understand these new laws were designed with all of our safety in mind. As you can see from the pictures, Galt's FBO has now been retrofitted with a full body security scanner.

Honestly, the transition has taken a little getting used to, but thankfully our tenants and customers have helped us get through it as smoothly as possible. As a matter of fact, the first morning we began to use the scanner, I arrived at 0800 to find Galt hangar tenant Tom Hoppe anxiously

waiting in the parking lot.

When I asked him what he was doing, he admitted, "well, it's been awhile since I've been, you know, inspected" quickly adding, "you're not going to tell anyone about this, right?" After assuring Tom Hoppe, (the guy with the yellow and white Citabria) complete anonymity, our newly minted TSA screening agent, Dan Wesolek, went to work.

The screening went as well as we could have hoped and, at just under 2 hours, was of minimum inconvenience for Tom's 30 minute local flight. During the screening, Dan could be heard mumbling things under his breath like "make me cut the grass, huh?" and "all those years here at Galt... they're finally paying off." I'm not saying the power has gone to his head, I'm just saying if you know what's best, you'll stay on his good side.



Newly minted TSA Agent, Dan Wesolek, proudly shows off his new screening equipment. Looks like the TSA has adopted a new uniform too!

suspicious, or just something that's really funny, please call me and let me know.

Also, just to ease any concerns you may have, I did speak with Galt Airport attorney, Bruce Schottland, about the legalities of something like this. Bruce said, "well, yeah, it's technically illegal but, come on, it's going to be hilarious," also adding, "if you put my picture on your website I'm totally going to sue you." That's why we love Bruce... always joking around.

Again, I want to thank everyone in advance for your patience during this transitional period for our airport. Please remember, we now request that you arrive at Galt 2 hours before domestic, and 3 hours before international flights.

Here's to another great flying season!



Galt Director of Maintenance, Brian Spiro, gamely volunteered to demonstrate the new security screening procedures.

Although not mandated by the TSA, we have also decided to implement a few extra security measures of our own. Galt's IT department has successfully linked our full body scanner directly to our website, so you will be able to browse through all images captured during this lengthy screening process.

The goal is to help us all "keep an eye on each other" and I think that this method will greatly enhance overall airport security while promoting a strong sense of community.

Please feel free to browse through the pictures and if you see anything that looks





Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, Galt Airport.

This month Brian wants to see if you are an April fool by making you answer the following questions. If you get at least one correct you can be satisfied that you are not! See answers at the bottom of the page.

1. Do they have a 4th of July in England?
2. Some months have 31 days; how many have 28?
3. A woman gives a beggar 50 cents; the woman is the beggar's sister, but the beggar is not the woman's brother. How come?
4. If a plane crashes on the border of Canada and the US, where do you bury the survivors?
5. How many outs are there in an inning?
6. Is it legal for a man in California to marry his widow's sister? Why?
7. Two men play five games of checkers. Each man wins the same number of games. There are no ties. Explain this.
8. Divide 30 by $1/2$ and add 10. What is the answer?
9. A man builds a house rectangular in shape. All sides have southern exposure. A big bear walks by, what color is the bear? Why?
10. If there are 3 apples and you take away 2, how many do you have?
11. I have two US coins totaling 55 cents. One is not a nickel. What are the coins?
12. If you have only one match and you walked into a room where there was an oil burner, a kerosene lamp, and a wood burning stove, which one would you light first?
13. How far can a dog run into the woods?
14. A doctor gives you three pills telling you to take one every half hour. How long would the pills last?
15. A farmer has 17 sheep, and all but 9 die. How many are left?
16. A clerk in the butcher shop is 5' 10" tall. What does he weigh?
17. How many two cent stamps are there in a dozen?

.....

Answer to last month's puzzle: Two yellow circles would be needed to correctly balance airplane #3. The winner was the well known mathematical genius, **Dave Spitzbart**. The first person to correctly identify the de Havilland Chipmunk in the pictures was **Jean Faithfull**. Each winner will receive a free Galt Airport baseball cap. We would like to give an honorable mention to **Jean Forni** who shared her tortuous algebra calculations with us; Given: $2B + 1Y = 3G + 3B$ and $3Y = 6B$

Therefore: $1Y = 3G + 3B - 2B$ or $1Y = 3G + 1B$

$$1B = 1Y - 3G$$

$$1G = 1/3B - 1/3Y$$

$$Y = 6 \quad B = 3 \quad G = 1$$

$$2B + 6G = ?Y$$

$$2(3) + 6(1) = ?Y$$

$$6 + 6 = ?Y$$

$$12 = 2Y$$

- ANSWERS:
1. Yes (they also have a 3rd of July, a 2nd of July, etc...).
 2. All months have (at least) 28 days.
 3. The beggar is the woman's sister.
 4. Nowhere, you don't bury survivors.
 5. 6 (3 per side).
 6. No, the man would be dead.
 7. They are not playing each other.
 8. 70 (30 divided by .5 is 60).
 9. White, (the bear would be a polar bear, because the house must be at the north pole).
 10. 2 (you just took 2 apples).
 11. A fifty cent piece, and a nickel (one is not a nickel, but the other one is).
 12. Light the match first.
 13. Half way (then he would be running out).
 14. One hour (the first one, a half hour later, and another one more half hour).
 15. 9 (all but 9 die...).
 16. He weighs meat.
 17. 12.

ANSWERS:

Galt Traffic Classifieds

PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION
COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration, N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel



tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C). Asking \$58,000.

Contact Jeff Hill at 815-338-3551 or JEFFRYHILL@SBCGLOBAL.NET

HANGAR SPACE WANTED

EAA Chapter 932 Secretary, Mike Evans, Bob Bielewa (Galt Mechanic) and Beth Rehm (Newsletter Editor) are looking for some hangar space to rent at Galt Airport to start building their 1928 design, wood and fabric Pietenpol Air Camper.

If you have room in your hangar for a small homebuilt airplane project and some work benches and wood-working tools, please contact Mike Evans at (312) 445-8866, secretary@eaa932.org or Beth Rehm at (847) 530-8014, editor@eaa932.org.



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HOURS:
Sunday 12-10
Monday 3-10
Tuesday 3-10
Wednesday 3-10
Thursday 3-10
Friday 3-11
Saturday 12-11

DAILY PIZZA SPECIALS

MONDAY	\$6.75 12" PIZZA (one topping) Limit 4
TUESDAY	\$9.75 MEDIUM PIZZA (one topping) Limit 2
WEDNESDAY	\$15.99 2 SMALL PIZZAS (one topping)
THURSDAY	\$25.99 2 LG PIZZAS (one topping)
FRIDAY	\$5.00 OFF 2 XLG PIZZAS
SATURDAY	\$29.99 2 XLG PIZZAS (one topping)
SUNDAY	\$3.00 SMALL PIZZA WITH ANY XLG (small pizza-one topping) Limit 1

Monday Pizza Special Limit 4
Tuesday Thru Saturday Pizza Special: Limit 2.
Sunday Pizza Special: Limit 1.
Additional Pan Stuffed and Topping Charges Apply
NOT VALID WITH ANY OTHER OFFER

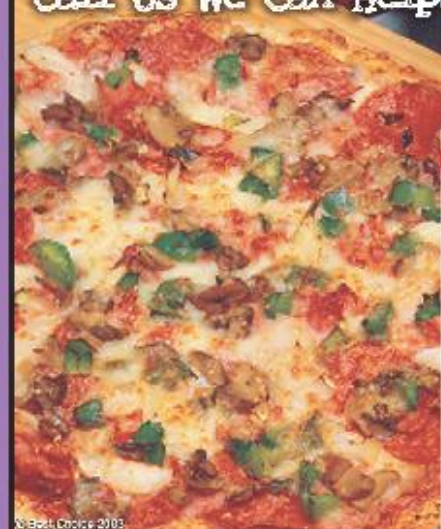
Having a Party?
Call us we can help!



OPEN
7
DAYS A WEEK

Daily Dinner Specials

SUNDAY	Jumbo Shrimp & Ribs Combo .. 15.95
MONDAY	Tortellini Bake 7.95
TUESDAY	Cheese Ravioli with Meatballs... 7.95
	All you can Eat Pizza & Pasta Buffet in our Dining Room 7.95
WEDNESDAY	Lasagna with Italian Sausage ... 8.95
	All you can Eat Crab Legs in our Dining Room 24.95
THURSDAY	Chicken and Broccoli Linguini ... 7.95
FRIDAY	21 Piece Shrimp Basket 6.95
	All you can Eat Fish Fry or Chicken Strips in Our Dining Room..... 9.95
SATURDAY	BBQ Ribs 1/2 Slab 10.95
	Full Slab 15.95





Galt Airport/EAA 932 Calendar of Events

April 9	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)
May 14	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)
May 21	International Learn to Fly Day (www.learntofly.org) & EAA 932 Young Eagles at Galt Airport (10C)
May ?	Oshkosh work weekend. Contact John Roach at planejohn@aol.com for details
June 11	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)
June 10—12	Fly-out to Mackinac Island Lilac Festival (www.mackinacislandlilacfestival.org/#). Contact Beth Rehm (vp@eaa932.org) for more information and to sign up
June 12	EAA 932 Vintage Fly-in Picnic, Galt Airport. Contact John Roach at planejohn@aol.com for details
July 9	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)
July 23-24	EAA 932 Pancake Breakfast, Galt Airport (10C), 8:30 - 11:30 a.m.
August 13	Friends of Galt (FOG) Flour Drop Competition and EAA 932 Veterans Fly Day, Galt Airport (10C)
September 10	EAA 932 Young Eagles Rally 10:00 a.m. Galt Airport (10C)
October 8	EAA 932 Chapter meeting 10:00 a.m., EAA Building, Galt Airport/Cub Scouts 455, Young Eagles
November 12	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)/Election
December 10	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)

See the EAA Chapter 932 Web Site at <http://www.eaa932.org> for a complete list of events for Galt Airport, FOG and EAA Chapter 932.

Other Aviation Events

May 1	EAA Chapter 22 fly-in/drive-in breakfast, 7:00 am to 12:00 pm at Rockford Airport (RFD).
May 13	EAA Chapter 153, Building Sonexes with Bob Meyer and Dan Walton, 7:30 - 9:45 pm, Schaumburg Airport (06C) terminal building on the lower level.
May 29	EAA Chapter 371, Memorial Sunday Pancake Breakfast at Portage, WI, (C47).
June 3—4	National Biplane Fly In, Freeman Field (3JC), Junction City, Kansas (www.nationalbiplane-flyin.com)
June 5	EAA Chapter 241 Pancake Breakfast and Midwest Biplane Fly In, De Kalb (DKB)
June 25—26	EAA Chapter 1323, Big Foot Airfield Fly-In Breakfast, Walworth, WI (7V3) (bigfootairfield.com)
July 22—24	Hatz/Pietenpol Fly-In, Brodhead, WI (C37)
July 25—31	EAA AirVenture, Oshkosh, WI (www.airventure.org)
September 5—10	40th Anniversary Stearman Fly-In, Galesburg, IL (www.stearmanflyin.com)

Visit the EAA Calendar of Events page at www.eaa.org/calendar/ for a complete list of events for other EAA Chapters.

EAA Chapter 932 Officers and Directors

President: Greg Domski (847) 973-0621

Vice President: Beth Rehm (847) 458-0401 vp@eaa932.org

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Woodstock North High School EAA Aviation Club Coordinator: Dan Wallis (815) 451-6102 aviationclub@eaa932.org

Young Eagles Coordinator: Vacant.

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Director of Aircraft Maintenance: Brian Spiro

FBO: (815) 648-2433 fbo@onezerocharlie.com

Office: (815) 648-2433 office@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Web Site: <http://www.galtairport.net>

Facebook: <http://www.facebook.com/GaltAirport>.



AVGAS

Galt Tenant Price

\$4.89
(includes tax)

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